

ORIGINAL

1

STATE OF CONNECTICUT

SITING COUNCIL

RE: DOCKET NO. 272

FIELD TOUR

WALLINGFORD, MERIDEN, CHESHIRE

FEBRUARY 5, 2004

RECEIVED  
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RE: CSC FIELD TOUR - DOCKET 272  
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1 . . .Verbatim proceedings of a field tour  
2 conducted by the State of Connecticut Siting Council, Re:  
3 Docket No. 272, held on February 5, 2004 . . .  
4  
5

6 MR. CUNLIFFE: We're going to leave the  
7 parking lot, turn left onto High Hill -- High Hill Road -  
8 - Hope Hill Road. You might want to wait until everybody  
9 is out and in line.

10 A VOICE: Yeah. I'll pull over to the  
11 right.

12 A VOICE: And once we get going, if  
13 everybody wants to put on their four-ways.

14 MR. CUNLIFFE: Okay. Those that can hear  
15 me, you might want to put on your four-way flashers that  
16 are in the motorcade.

17 CHAIRMAN KATZ: If the pilot could turn on  
18 his warning lights --

19 A VOICE: His what?

20 MR. CUNLIFFE: Warning lights. You've got  
21 your -- you've got to put on your --

22 A VOICE: My four-way --

23 MR. CUNLIFFE: The ones up top.

24 A VOICE: Oh, the one on top.

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1 MR. CUNLIFFE: Yeah.

2 A VOICE: The flashers?

3 MR. CUNLIFFE: Yeah. Either the rear  
4 ones or -- we need the front ones since you're the front  
5 car.

6 A VOICE: I really don't want to --

7 MR. CUNLIFFE: You don't want to do them?

8 A VOICE: -- because of traffic --

9 MR. CUNLIFFE: Okay. Let's --

10 A VOICE: -- until we got on our route.

11 MR. CUNLIFFE: That's fine. You can do  
12 what you want.

13 A VOICE: Yeah, they're your lights, you  
14 can use them any way you want to.

15 A VOICE: I guess -- I just didn't want to  
16 have traffic stopping and all that until we got really --  
17 you know, until we really need it.

18 MR. CUNLIFFE: At the end of Hope Hill  
19 Road you'll come to a light, that's Route 68, Church  
20 Street, take a right.

21 A VOICE: It's just not used to being over  
22 there --

23 A VOICE: I just don't want the hat to get  
24 crushed. (Laughter). Is that part of that hefty uniform

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1 allowance.

2 A VOICE: (Indiscernible) --

3 MR. CUNLIFFE: We're approaching the  
4 junction with Route 150. You're going to stay straight  
5 on Route 68 through this intersection. We're going to  
6 work our way over to 15.

7 A VOICE: Okay.

8 (Pause)

9 MR. PHELPS: I'm going to ask that the  
10 pilot and the tail car have their warning lights on for  
11 us, especially when we're on a busy road like this since  
12 we're going to try to stay together with the police  
13 escort here.

14 A VOICE: When they say warning lights on,  
15 are they talking about my flashers up on top of --

16 A VOICE: Yeah --

17 MR. CUNLIFFE: Yeah --

18 A VOICE: -- they're talking about your  
19 flashers.

20 A VOICE: You see if I put them on, people

21 --

22 MR. CUNLIFFE: Yeah, I know, they --

23 A VOICE: -- it's just going to mess

24 things up --

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1 MR. CUNLIFFE: The signal you send is two  
2 things, either people are going to try to wait or they  
3 ignore you.

4 A VOICE: That's true.

5 MR. CUNLIFFE: Do you want me to tell  
6 Derek that --

7 A VOICE: Yeah --

8 MR. CUNLIFFE: -- you don't want to use  
9 them or not?

10 A VOICE: Yeah, just let him know -- I  
11 mean until we really get on the route --

12 MR. CUNLIFFE: Start -- okay. Derek, the  
13 trooper is going to make a judgment here and he's not  
14 going to use his four-way flashers until we begin the  
15 route review. We're just to wait until we get to the  
16 starting point in Meriden --

17 MR. PHELPS: Alright, fair enough, as long  
18 as -- (indiscernible) -- using it when he thinks it's  
19 necessary --

20 A VOICE: Oh, no problem --

21 MR. PHELPS: -- I appreciate that. Thank  
22 you.

23 MR. CUNLIFFE: He agrees. When he thinks  
24 he needs it, he'll use them. Take a left here. At the

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1 intersection to join Route 5 and 15 north, you take a  
2 left off Route 68.

3 At the traffic light at Route 15, you want  
4 to go north, it's a right-hand turn.

5 A VOICE: Do me a favor, pass me the  
6 microphone for a minute. Thank you. I'm getting -- I'm  
7 getting interference in my ear every time you key that  
8 microphone.

9 A VOICE: This one?

10 A VOICE: Yep. I just want to -- I just  
11 want to see what's going to happen if I keep the cord  
12 back here.

13 MR. CUNLIFFE: Now do you hear it?

14 A VOICE: No. So, I guess we'll -- we'll  
15 figure out something else.

16 MR. CUNLIFFE: You might be able to --

17 A VOICE: If I have to stand here -- if I  
18 have to sit here and hold it, it's no big deal.

19 MR. CUNLIFFE: As long as it picks up.

20 A VOICE: Yep. We just made a right onto  
21 Route 5, is that right?

22 MR. CUNLIFFE: I already said that.

23 A VOICE: Oh, okay. But I couldn't hear  
24 it because there was too much interference in my ear, so

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1 --

2 MR. CUNLIFFE: Oh. We're on Route 5 north  
3 going to the entrance to Route 15 north. We're heading  
4 north on Route 15 -- or 5, where we'll be turning onto  
5 Route 15 north entrance. (Pause).

6 We're following Route 15 north. We're  
7 taking Exit 67, East Main Street. We're approaching Exit  
8 67. At the end of the ramp, you're going to go right  
9 onto East Main Street in Meriden. (Pause).

10 We're going to go down into the Black Pond  
11 boat launch area.

12 A VOICE: Just as we get there --

13 MR. CUNLIFFE: Okay. That's fine. No,  
14 I'm just telling you that's -- I want to go down into  
15 that area.

16 A VOICE: Okay.

17 MR. CUNLIFFE: I want to go down this --

18 A VOICE: Down here?

19 MR. CUNLIFFE: No, no, go down here  
20 because I want to show them the transmission lines. At  
21 the beginning of the transmission line route here in  
22 Meriden, if you look straight ahead to your left, Black  
23 Pond Junction is the location of the 345-kV lines, and  
24 we're going to turn down into the Black Pond boat launch

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1 area just to be able to turn around and begin our route  
2 review.

3 A VOICE: Fred, I don't know how other  
4 people are receiving you, but you're really breaking up  
5 on our radio.

6 MR. CUNLIFFE: How's that, Brian?

7 A VOICE: You still break up.

8 A VOICE: Let's do this --

9 MR. CUNLIFFE: Okay --

10 CHAIRMAN KATZ: Fred, where's Black Pond  
11 Junction -- (indiscernible) --

12 A VOICE: Now try.

13 MR. CUNLIFFE: Black Pond Junction would  
14 have been to our left. We can't see it now, but when we  
15 come back out of the boat launch and turn left out of the  
16 boat launch area, we'll be able to get a view of the  
17 area.

18 CHAIRMAN KATZ: I saw a black lattice  
19 structure next two brown steel pole structures. That's  
20 it?

21 MR. CUNLIFFE: Correct.

22 A VOICE: Excuse me, Derek. I think that  
23 might be the wrong right-of-way. The existing right-of-  
24 way should have a single monopole on it on the east side



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1 of the right-of-way.

2 CHAIRMAN KATZ: Al, when we get back up  
3 there, you'll point us in the right direction?

4 A VOICE: Yes.

5 (Pause)

6 MR. CUNLIFFE: Snowmobiles. We're going  
7 to be leaving the Black Pond boat launch area turning  
8 left. And straight ahead you'll see two gray poles, I  
9 believe that's the poles that CL&P is identifying as the  
10 route location. To your far right you can see the tops  
11 of three lattice structures with like a V configuration,  
12 and that would be Black Pond Junction.

13 A VOICE: Yeah, Fred, describe what the  
14 proposal is here?

15 MR. CUNLIFFE: The structures will start  
16 to change going south. They call for two new steel  
17 monopoles to be constructed on the west of the existing  
18 monopole that you see to your left right now.

19 A VOICE: What happens on the right?

20 MR. CUNLIFFE: Two new steel poles will be  
21 constructed to support two new 345-kV circuits.

22 A VOICE: And you're okay this way if you  
23 want to go --

24 A VOICE: Do we know existing heights

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1 versus proposed?

2 MR. CUNLIFFE: The new monopoles will be  
3 approximately -- you're going to take a left up here --  
4 be typically 130 feet in height. And those structures  
5 that you see are about that height right now.

6 A VOICE: Thanks.

7 A VOICE: Are these 345's existing now?

8 MR. CUNLIFFE: The circuit that you see  
9 now as one, yes.

10 From Black Pond Junction -- or Black Pond  
11 boat launch we turned left onto Old East Main Street.  
12 Take a left.

13 (Radio chatter)

14 A VOICE: Fred, just to check on the new  
15 routing, the new towers come west of the existing ones,  
16 so they will be closer to these residences along here?

17 MR. CUNLIFFE: That's correct. This is  
18 west of the line.

19 A VOICE: How much more west than what  
20 we're seeing right now?

21 MR. CUNLIFFE: I don't have that  
22 information in front of me, but I understand that there's  
23 a right-of-way -- there's an existing right-of-way that  
24 is capable of handling the proposal without expansion of

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1 the existing right-of-way.

2 MR. PHELPS: Pilot car could you stop at  
3 the stop sign for just a moment please.

4 A VOICE: And the new tower would be  
5 approximately 120 feet.

6 A VOICE: A hundred and twenty feet from  
7 what?

8 A VOICE: From the existing tower, the  
9 centerline.

10 A VOICE: A hundred and twenty feet to the  
11 west of the centerline --

12 A VOICE: You're got your antenna mounted  
13 on the roof here, right, somewhere?

14 A VOICE: Correct.

15 A VOICE: It's right next to that flashing  
16 light?

17 MR. CUNLIFFE: It's right here. Are you  
18 getting the same thing Brian is getting?

19 A VOICE: Yeah. Hold on for a second.  
20 Just feed me a little more line.

21 A VOICE: They would be coming towards us  
22 from the existing towers --

23 A VOICE: Right, got'cha.

24 A VOICE: Okay, thank you.

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1 MR. CUNLIFFE: A radio check. I  
2 repositioned my antenna. Does that help everybody?

3 A VOICE: It sounds good here.

4 CHAIRMAN KATZ: Good here.

5 A VOICE: Good here.

6 A VOICE: Good for UI and NU. And the  
7 right-of-way additionally is 275 feet wide here and there  
8 would be no additional right-of-way required.

9 MR. CUNLIFFE: We turned left off of Old  
10 East Main Street onto Birdseye Avenue. We're at the end  
11 of Birdseye Avenue and we're going to take a left onto  
12 Thorpe Avenue. The right-of-way will parallel Thorpe  
13 Avenue to our left or east. And we will follow Thorpe  
14 Avenue a distance to Carpenter Lane, which is the next  
15 location for description, and that is the proposed Beseck  
16 Switching Station. (Pause). Stay straight along Thorpe  
17 Avenue.

18 A VOICE: Are the towers there behind this  
19 hill, is that why -- that's why we can't see them?

20 MR. CUNLIFFE: That's correct. The right-  
21 of-way is parallel to Thorpe Avenue. There's another  
22 road up there, High Hill Road, but it does not completely  
23 go through to Carpenter Lane, so this is the most direct  
24 route. (Pause).

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1 MR. PHELPS: Is the Mayor with us?

2 A VOICE: Yes, the Mayor is here.

3 MR. PHELPS: There was a large route that  
4 we just passed by a short distance back. Do you recall  
5 what that road might have been?

6 A VOICE: No, I don't. I think we're in  
7 Meriden here.

8 A VOICE: I think he's right.

9 A VOICE: Not your -- not your job.

10 A VOICE: That's correct. Though I should  
11 know the name of it, but I don't.

12 A VOICE: We are in Wallingford now.

13 (Pause)

14 MR. PHELPS: Fred, keep talking to us  
15 please. You're -- you're the star entertainer here.

16 MR. CUNLIFFE: We're approaching the end  
17 of Thorpe Avenue, intersecting with Research Parkway,  
18 take a left. You'll observe a substation to our left as  
19 we approach this stop sign, this is not part of the  
20 proposal.

21 CHAIRMAN KATZ: What's the name of the  
22 substation?

23 MR. CUNLIFFE: I do not know.

24 A VOICE: I believe it's East Wallingford.

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1 MR. DICKINSON: Bill Dickinson, Mayor.  
2 That was built by Ray Smith, Director of Utilities --  
3 designed and built by Ray Smith, Director of Utilities,  
4 Wallingford Electric Division.

5 MR. CUNLIFFE: At the end of Research  
6 Parkway stop sign take a left, this is Carpenter's Lane.  
7 Carpenter Lane Junction is the proposed location for the  
8 Beseck Switching Station. This area will be located to  
9 our right or our southwest of Carpenter Lane, and it will  
10 be in the location -- in the right-of-way as we approach  
11 the right-of-way. We're about a thousand feet away.

12 (Radio chatter)

13 A VOICE: Fred, you're breaking up again  
14 here.

15 (Radio chatter)

16 CHAIRMAN KATZ: That isn't Fred. That's  
17 somebody else on the channel.

18 MR. CUNLIFFE: Slow down right here. You  
19 might want to move up a little so the people behind can  
20 be underneath the right-of-way.

21 We're at the crossroads of Carpenter Lane  
22 with the transmission line. There is both a steel pole  
23 and wood H-frames. The steel poles are typically 130  
24 feet in height. The wood H-frames are about 57 feet in

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1 height.

2 CHAIRMAN KATZ: Fred, this is where the  
3 Beseck Substation would be?

4 MR. CUNLIFFE: That's correct. It would  
5 be to our right on property owned by Northeast Utilities.

6 A VOICE: Is this a 345 or are we down to  
7 the 115 at this point?

8 MR. CUNLIFFE: This would be a switching  
9 station for the 345.

10 CHAIRMAN KATZ: Fred, are we talking  
11 taller structures here?

12 MR. CUNLIFFE: No taller than what you see  
13 as far as the monopole steel poles.

14 The existing wood H-frames would be  
15 removed and it will be switched over to the new steel  
16 monopoles. There would be two rows of steel monopoles.  
17 So the view would be three monopoles, the one existing  
18 and two new. The ROW is currently 320 feet in width in  
19 this area and no expansion would be necessary.

20 A VOICE: That with the three poles --  
21 that width there -- how much wider -- when we're done  
22 with the modification, how much wider from the last pole  
23 -- from one pole to the other pole would the width be?

24 A VOICE: Approximately, 135 feet.

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1                   A VOICE: And right now I'm looking at,  
2 what, 90 feet, 80 feet between those three poles, from  
3 the first pole to the last pole?

4                   A VOICE: The reason there are three poles  
5 there is because the line itself makes a turn. That's  
6 all the same circuit.

7                   A VOICE: What's the width of those three  
8 poles?

9                   A VOICE: Roughly a hundred feet.

10                  MR. DICKINSON: Bill Dickinson. The plan  
11 is to put an additional two monopoles in this area or is  
12 it an additional one monopole?

13                  MR. CUNLIFFE: The proposal is for two.

14                  A VOICE: Fred, just to clarify, at this  
15 point we're bringing down two -- two 45 circuits to this  
16 point, right?

17                  MR. CUNLIFFE: Right.

18                  A VOICE: Thanks.

19                  CHAIRMAN KATZ: Fred, what street are we  
20 on now?

21                  MR. CUNLIFFE: High Hill Road. We made a  
22 right off of Carpenter Lane onto High Hill Road. The  
23 ROW, right-of-way, will be visible to your right. The  
24 companies have designed to relocate several structures



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1 away from High Hill Road towards the Bristol Myers Squibb  
2 Company in response to feedback during the municipal  
3 consultation process.

4 A VOICE: All these new lines will be  
5 within the existing right-of-way?

6 MR. CUNLIFFE: That's affirmative.

7 MR. DICKINSON: Bill Dickinson again. The  
8 -- the lines coming in from Middletown and Durham, you're  
9 not going to take a look at that? They come in across  
10 Valley View and Cliffside at the northern end of High  
11 Hill Road.

12 MR. CUNLIFFE: That would be subject to a  
13 drive I believe during our Middletown hearing later in  
14 the month.

15 A VOICE: Mayor, it might be useful to  
16 take a look at that while we're in the vicinity. It's  
17 only a couple of minutes out of our way.

18 MR. CUNLIFFE: That I don't have mapped.

19 A VOICE: If you're interested, we can  
20 show you where it is.

21 MR. CUNLIFFE: That will be the Chairman's  
22 call. Pam?

23 CHAIRMAN KATZ: Just give directions to  
24 the pilot to do that.

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1 MR. CUNLIFFE: Do you want us to do it?  
2 Is that what she said?

3 A VOICE: We need to turn around and go  
4 back up where we've come from.

5 CHAIRMAN KATZ: How far back?

6 A VOICE: Just past where Carpenter Lane  
7 came in, we'd go up and take a right, I believe it's  
8 Cliffside at that point. Right?

9 MR. PHELPS: Well, we have about six or  
10 seven cars here. Is there a place up ahead where we can  
11 easily turn around?

12 A VOICE: There's no turnaround until we  
13 get to 68. And that's, as you know, a state highway, so  
14 it's not going to be a simple turnaround anywhere.

15 MR. PHELPS: Everybody pick a driveway.  
16 (Laughter).

17 MR. CUNLIFFE: If the Mayor would like to  
18 lead us up to the neighborhood, I would appreciate it --  
19 appreciate that, thank you.

20 A VOICE: You've got Ray in front of you  
21 with the blinkers on, he knows the way.

22 MR. CUNLIFFE: Thank you. We can follow  
23 you, Ray.

24 CHAIRMAN KATZ: Make sure we're all

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1 together.

2 (Pause)

3 (Phone ringing)

4 A VOICE: What do you need? Don't worry -  
5 - yeah, don't worry about it, you'll be fine -- if you're  
6 a little late, my world won't end --

7 MR. CUNLIFFE: We've turned right onto  
8 Whiskey Hill off of High Hill Road.

9 A VOICE: Yep. Okay. Yep, bye-bye.

10 MR. CUNLIFFE: Make a right off of  
11 Carpenter's Lane. Follow Carpenter's Lane south to  
12 Whiskey Hill Road, make a left into the Whiskey Hill Road  
13 neighborhood. This will bring you back around to  
14 Cliffside Drive where a 345-kV line coming in from Durham  
15 passes through the neighborhood.

16 A VOICE: We're heading left obviously up  
17 Cliffside. And up at the end here is where the lines I  
18 believe come in from the Middletown area.

19 A VOICE: That's correct, the line will be  
20 just adjacent to the existing steel lattice tower upon  
21 Beseck Ridge.

22 A VOICE: If you look up on your right,  
23 the tower up there, the lines come down with the red  
24 balls on them to alert aircraft.

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1                   A VOICE: What are the plans for changes  
2 in this area?

3                   A VOICE: Fred, I'm going to flip the  
4 tape.

5                   MR. CUNLIFFE: Okay.

6                   (tape changed)

7                   MR. CUNLIFFE: It's unknown at this time  
8 based on the tower that's there. No, I don't see that  
9 one lit. This would be helpful --

10                  A VOICE: I believe the tower would be  
11 approximately 112 feet and I don't believe it needs  
12 lights until they get up to 200 feet.

13                  MR. DICKINSON: Bill Dickinson again.  
14 Will there -- will -- the existing tower be taken down  
15 and this will be a new tower, is that correct?

16                  A VOICE: That is correct.

17                  MR. CUNLIFFE: We're on Cliffside Drive,  
18 turning left onto Valley View Drive in back of Whiskey  
19 Hill.

20                  A VOICE: The transmission lines you see  
21 up ahead of you.

22                  MR. CUNLIFFE: This is Fred, Council  
23 staff. I just want to remind the questioning process,  
24 there is no transcription being taken. And ex parte

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1 communication -- I understand some of this is for your  
2 information only, and I'd to keep CL&P -- its response  
3 directly to information that's in the record and nothing  
4 more.

5 (Pause)

6 MR. CUNLIFFE: You can probably go around  
7 him now.

8 A VOICE: Thanks, Ray.

9 MR. CUNLIFFE: At the end of Valley View  
10 we've turned right back onto Whiskey Hill. We're going  
11 to take a left onto High Hill Road out to State Route 68.

12 Thank you, Mayor Dickinson, for pointing  
13 out that location and incorporating it in this field  
14 inspection. It was very helpful, thank you.

15 MR. DICKINSON: You're very welcome.

16 (Pause)

17 MR. CUNLIFFE: At the bottom of the hill  
18 is Route 68, you want to turn right, also known as Barnes  
19 Hill Road -- I'm sorry, Barnes Road. We will pass under  
20 the right-of-way immediately and it consists of existing  
21 wood H-frames approximately 90 feet in height. The  
22 proposal calls for a new steel H-frame, yes steel H-  
23 frame, to be constructed east of the existing H-frame, 90  
24 feet in height as well. The existing ROW is 275 feet and

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1 no expansion is necessary.

2 A VOICE: But there would be clearing,  
3 right?

4 A VOICE: Clearing, correct.

5 CHAIRMAN KATZ: What's the height of the  
6 proposed steel H-frame as opposed to the height of the  
7 existing structure?

8 MR. CUNLIFFE: They will be the same.  
9 Right now the wood ones are 90 feet or about, and the new  
10 ones will be 90 feet.

11 We're passing under the transmission line  
12 right-of-way now. The new line would be east of those  
13 lines, so to our rear. Oh, we should have taken a left  
14 here. That's okay, just keep going. We'll go up and  
15 pull in and turn around up at this --

16 A VOICE: Up here.

17 MR. CUNLIFFE: Yes.

18 A VOICE: To the right?

19 MR. CUNLIFFE: Yeah, to the -- turn around  
20 -- we're going to turn into Research Parkway and we're  
21 going to turn around. We missed the turn back behind us  
22 on Williams Road. I don't know if you can pull a U'ie  
23 here.

24 A VOICE: What's this, a factory --

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1 MR. CUNLIFFE: Yeah, it's probably Bristol  
2 Myers -- okay.

3 MR. PHELPS: Pilot car, that to your right  
4 there is the main entrance to BMS and I wouldn't turn in  
5 there --

6 MR. CUNLIFFE: Okay --

7 MR. PHELPS: -- but if you go to the next  
8 entrance, you can turn around in the parking lot there,  
9 it will be at your right.

10 MR. CUNLIFFE: Thank you, Derek.

11 MR. PHELPS: The parking lot in there is  
12 circular, so we can go completely around in a circle.

13 MR. CUNLIFFE: It looks like a day care  
14 place for Bristol Myers.

15 A VOICE: Yeah, it's probably the same  
16 building or two --

17 A VOICE: Derek, do you visit here every  
18 day?

19 CHAIRMAN KATZ: Derek says yes.  
20 (Laughter).

21 MR. CUNLIFFE: There must be some  
22 offspring in there. (Pause).

23 Turn around in Research Parkway and go  
24 back out to 68 and make a left at the light.

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1 A VOICE: At which light?

2 MR. CUNLIFFE: The light at the end of  
3 Research Parkway.

4 A VOICE: Okay. (Laughter).

5 MR. CUNLIFFE: I don't know if anybody is  
6 going to listen to these tapes.

7 A VOICE: Neither do I, but --

8 MR. CUNLIFFE: No, you're right, it will  
9 help clarify. I mean they'll have these maps and  
10 everything and directions, I don't -- take a left --

11 A VOICE: Okay.

12 MR. CUNLIFFE: We're going to be turning  
13 left out of Research Parkway and then we'll be taking a  
14 right onto Williams Road.

15 A VOICE: Anybody want a mint?

16 A VOICE: Oh, thank you.

17 A VOICE: Sure.

18 A VOICE: Thanks.

19 MR. CUNLIFFE: Leaving Research Parkway,  
20 take a left, make a right onto Williams Road. We'll  
21 follow Williams Road a bit, and then when we reach a  
22 railroad crossing, I'll make some commentary regarding  
23 the line in that area. Right now the right-of-way is to  
24 our right or west.



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1 A VOICE: Is it right or west?

2 A VOICE: The right-of-way is to the east  
3 or left.

4 MR. CUNLIFFE: I stand corrected. I'm  
5 reading my map right side up and not upside down.

6 CHAIRMAN KATZ: Fred, are you using the  
7 segment map?

8 MR. CUNLIFFE: No. I have a map created  
9 by the Applicant with roads marked and the right-of-way  
10 marked.

11 CHAIRMAN KATZ: Okay.

12 MR. CUNLIFFE: These maps are in the  
13 record, along with written directions. And a tape of  
14 this review will be in the record. Go straight through  
15 this stop sign.

16 A VOICE: Roger.

17 MR. CUNLIFFE: At the four-way stop  
18 intersection go straight through, this is still Williams  
19 Road.

20 A VOICE: Your right-of-way is about --

21 A VOICE: Is it to your left --

22 A VOICE: Yeah, it's off to the left about  
23 -- it looks to be about 500 yards, maybe not quite that  
24 much.

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1 MR. CUNLIFFE: For those that can view, to  
2 your left you can pick up glimpses of the transmission  
3 line structures, they're wood. You can see the tops.

4 I have a note here from the Town of  
5 Wallingford. Running Brook Farm is located at 490  
6 Williams Road. If Ray or the Mayor pretty much knows  
7 about that location, at that time they could point it  
8 out.

9 A VOICE: I think we passed it.

10 MR. CUNLIFFE: Okay. Go straight.

11 A VOICE: Okay.

12 MR. CUNLIFFE: At a fork in the road stay  
13 -- bear left. It's still Williams Road. To our left  
14 there's a railroad track and the right-of-way on the  
15 other side to our left or east is currently occupied by a  
16 wood H-frame, 90 feet in height with a 345-kV line. The  
17 proposal calls for a new steel H-frame to be built east  
18 of this line supporting a new 345.

19 We're going to take a left and cross over  
20 the railroad tracks.

21 CHAIRMAN KATZ: East closer to us or  
22 further from us?

23 MR. CUNLIFFE: East is further from us.  
24 You get a good vantage both east and west here. No

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1 expansion of the right-of-way is proposed.

2 A VOICE: Mayor, that pole I was just  
3 pointing at, just for your information, was set in 1917 -  
4 -

5 (Radio chatter)

6 CHAIRMAN KATZ: Fred, the H-frames we saw  
7 to the right are they coming out or is the new pole in  
8 addition to?

9 MR. CUNLIFFE: The new pole is in addition  
10 to.

11 A VOICE: The farm house we just passed  
12 with the horses, are those lines -- more lines going  
13 through there, are they moving closer to the farm house?

14 MR. CUNLIFFE: That would be true.

15 A VOICE: Thank you. About how many feet?  
16 When we keep on talking about we're in the right-of-way  
17 or -- but what I'm more interested in -- or I think we're  
18 interested in is how much closer are you coming to the  
19 homes that are adjacent to the right-of-way?

20 MR. CUNLIFFE: There's information in the  
21 record that may answer your questions. I'd like to try  
22 not to get into too much testimony here. I can refer you  
23 to cross-section 5 in the application. And I believe I  
24 have that that I can show you during the hearing tonight.

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1 A VOICE: Okay.

2 A VOICE: Fred, did you want to go down  
3 Stony Brook?

4 MR. CUNLIFFE: Yes, I did.

5 A VOICE: You just missed it.

6 MR. CUNLIFFE: Thanks. Let's see what  
7 we've got here. We're alright. We're going to make a  
8 right. We're okay, Al. We're going to make a right here  
9 and go down East Center Street, which is the road I want  
10 to be on at the end of Stony Brook.

11 At the end of Williams Street turn right  
12 onto East Center Street. Follow East Center Street until  
13 you come under the transmission line. Stay in this --  
14 no, stay right in this lane, that's Northford Road.

15 We're approaching the right-of-way  
16 crossing East Center Street, consisting of wood H-frames,  
17 90 feet in height. It calls for a new steel H-frame to  
18 be constructed in addition to.

19 Follow East Center Street over Interstate  
20 91. At the light turn left onto Airline Road.

21 (Radio chatter)

22 CHAIRMAN KATZ: Talk to us, Fred.

23 MR. CUNLIFFE: We're following Airline  
24 Road south. Interstate 91 is to our left. Beyond

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1 Interstate 91 is the right-of-way. You might be able to  
2 pick glimpses of the wood structures. I believe right  
3 now as we're driving straight and south you can look out  
4 your front window and see a structure.

5 At the end of Airline Road, we're going to  
6 turn left and cross under the transmission line again,  
7 and that would be at Woodhouse Road.

8 A VOICE: Right through there you can see  
9 it pretty clearly, Fred.

10 MR. CUNLIFFE: Yeah. Well, we'll be  
11 passing right under it in a moment.

12 At the traffic light, at the end of South  
13 Airline Road turn left, this is Woodhouse Road, also  
14 Route 150.

15 Pass under Interstate 91 and you'll come  
16 to the transmission line right-of-way consisting of wood  
17 H-frames, 90 feet in height. A new line would be  
18 constructed east or to the left of this line as you look  
19 south.

20 CHAIRMAN KATZ: Fred, so closer to the  
21 track?

22 MR. CUNLIFFE: No, I don't think so by my  
23 read on it.

24 A VOICE: The existing would, I think --

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1 CHAIRMAN KATZ: So they're further away  
2 from the railroad track.

3 A VOICE: And closer to the houses.

4 CHAIRMAN KATZ: Got it.

5 A VOICE: As I look -- (indiscernible) --

6 A VOICE: On your right is the Pilgrim's  
7 Harbor Condominium area and the Harbor Ridge golf course.

8 A VOICE: Could someone confirm whether  
9 we're either left or right of the existing structures?

10 A VOICE: They're on the east side, which  
11 would be to the right. This is UI.

12 A VOICE: The right?

13 MR. CUNLIFFE: Take a --

14 A VOICE: The east is to our left.

15 MR. CUNLIFFE: Follow the public golf  
16 course sign onto Harrison Road.

17 A VOICE: UI again to clarify. It would  
18 be further away from the railroad tracks.

19 A VOICE: (Indiscernible) -- the  
20 structures -- the existing structures.

21 MR. CUNLIFFE: Take a right. At the stop  
22 sign take a right and be aware of a dog under the stop  
23 sign.

24 CL&P/UI might be able to confirm or deny

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1 my notes. I have the new 345-kV transmission line would  
2 occupy property between the railroad tracks and I-91.  
3 Does that stand correct?

4 Stay straight. Stay straight through the  
5 stop. You're going to cross railroad tracks.

6 A VOICE: Could we confirm exactly where  
7 these poles are going please?

8 A VOICE: As you look to the right, the  
9 new structures would be on the right.

10 MR. PHELPS: Let's pause for a minute  
11 here. We need to make sure we understand what we're  
12 seeing.

13 A VOICE: Derek, this is Al. The -- if  
14 you look to the right, down the right-of-way you'd be  
15 looking north, the new structures would be to the right  
16 of the existing structures.

17 A VOICE: Got it. Thank you.

18 A VOICE: That -- that is where the right-  
19 of-way is.

20 A VOICE: And what distance away from the  
21 existing structures would they be?

22 A VOICE: From centerline of the existing  
23 H-frame, the new H-frame would be approximately 85 feet.

24 MR. CUNLIFFE: Harrison Road crosses over

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1 I-91. You'll be taking a left onto Pond Hill Road.

2 MR. DICKINSON: This is Bill Dickinson. I  
3 think over to -- (indiscernible) -- a westerly direction,  
4 is that correct?

5 MR. CUNLIFFE: That's correct, and we'll  
6 be passing under those on Pond Hill Road.

7 MR. DICKINSON: Again over here on the  
8 left just beyond the houses, you can see the lines.

9 MR. CUNLIFFE: At the stop sign go  
10 straight, then make a left just before the church. We'll  
11 be passing under the transmission line right-of-way which  
12 goes east to west from East Wallingford Junction. This  
13 is an existing 115-kV line, which would be removed and  
14 replaced with a 345-kV line. Those wood structures stand  
15 about 57 feet in height. The new steel monopole would be  
16 about 105 feet in height. Roughly in the same location  
17 as the H-frames.

18 A VOICE: Fred, although we didn't see it,  
19 is that -- the 345 line that we saw just before there  
20 over along those houses, is that the line that then  
21 continues to New Haven, East Shore?

22 MR. CUNLIFFE: Affirmative. That would be  
23 from the location of the East Wallingford Junction where  
24 a 115-kV line parallels and splits west, which we just



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1 passed under.

2 Take a right. We're going to take a right  
3 before the underpass onto Northfield Road off of Pond  
4 Hill Road. We follow Northfield Road out to U.S. Route 5  
5 away from the transmission line, which is to our south  
6 and left. We'll pick it up as it crosses -- I'm sorry,  
7 the transmission line is to our right or north -- and  
8 we'll pick it up crossing U.S. 5.

9 This will be the location of a rest stop  
10 at Dunkin Donuts. It's 4:30 already.

11 A VOICE: It's 4:30?

12 A VOICE: Yeah, I know.

13 A VOICE: (Indiscernible) -- speed things  
14 up.

15 A VOICE: (Indiscernible) -- they would be  
16 removed. My understanding of it, they -- there will be  
17 construction through that area, the 345 structures and  
18 then also the 115. Is that not correct?

19 MR. CUNLIFFE: The new steel monopole  
20 would support both the existing 115-kV, which will be  
21 removed from its present location to the steel pole, and  
22 then a new 345-kV would be hung on the new steel pole.

23 A VOICE: Watch out for the kids.

24 MR. CUNLIFFE: And watch out for the kids.

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1           A VOICE: And one structure will hold both  
2 the 345 and the 115?

3           MR. CUNLIFFE: Affirmative.

4           A VOICE: Okay, Fred, we're willing to  
5 pass on any kind of a stop.

6           MR. CUNLIFFE: Is that okay for everybody,  
7 we can keep moving? We're about more than halfway  
8 through.

9           A VOICE: Keep moving.

10          MR. CUNLIFFE: Okay.

11          CHAIRMAN KATZ: We pass too.

12          MR. CUNLIFFE: At U.S. Route 5 make a  
13 right going north. In front of you you'll see a  
14 transmission line, this is not part of the proposal.

15          (PHONE RINGING)

16          A VOICE: Yes? (Talking on phone).

17          MR. CUNLIFFE: We're passing under the  
18 existing right-of-way, it's coming from our right or from  
19 the east moving west to our left to a steel -- a large  
20 steel monopole to your left, North Haven Junction, one  
21 splits to the south, one splits to the north to the  
22 Wallingford electric recovery facility.

23          MR. DICKINSON: Bill Dickinson again.

24 Over to the left as the lines head to the west, will that

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1 be a single set of poles or will that be a new set of 345  
2 poles beside the 115?

3 MR. CUNLIFFE: I have notes that indicate  
4 from this point west, Circuit 1630 will remain on a wood  
5 H-frame structure.

6 Take a left up at this light up ahead.  
7 You may want to start moving to your left, we're going to  
8 take a left at the light next to the Executive Dodge  
9 dealership, this is John Street.

10 At the light, the intersection with South  
11 Cherry make a left.

12 CHAIRMAN KATZ: By the -- (indiscernible)  
13 -- offices of Ray Smith.

14 A VOICE: Very close, Pam.

15 A VOICE: (Indiscernible) -- to a dead end  
16 at Cytec, you're aware of that?

17 MR. CUNLIFFE: Yes, I am. At that dead  
18 end you'll have a nice vantage of the transmission line  
19 right-of-way.

20 To our right you'll see new steel  
21 structures supporting circuits that leave the new  
22 Wallingford five gas turbine facility heading south to  
23 the existing transmission line where it taps into that  
24 line.

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1                   A VOICE: Okay, Fred, I've got to change  
2 the tape.

3                   (tape changed)

4                   MR. CUNLIFFE: (Indiscernible) -- the  
5 line tap, the new structure next to the old wood  
6 structure, and this is where we're going to turn around  
7 right past the Cytec sign, you can turn around in the  
8 parking area.

9                   To your right you can see the  
10 interconnection of the Wallingford energy plant to the  
11 transmission line that is proposed to be reconstructed.  
12 The existing H-frames would need to be retained to  
13 accommodate that interconnection. And to our left or  
14 west, Pent Road Junction, which I've already identified,  
15 where new structures supporting circuits from the Pierce  
16 generating station, five gas turbines, interconnects with  
17 the ROW there. Further west the wood H-frames go to  
18 Wallingford Junction.

19                   We're following South Cherry Street North.  
20 We're going to stay on South Cherry Street to work our  
21 way over the Quinnipiac River and Route 15 onto South  
22 Turnpike Road, and that will bring us back south to the  
23 South Turnpike Road crossing. That will take us a little  
24 bit -- not much more commentary between now and there.

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1 MR. PHELPS: Hey, Ed.

2 A VOICE: Yeah, Derek?

3 MR. PHELPS: So how was the --

4 (indiscernible) --

5 A VOICE: It's going to be fine. The --  
6 the only thing I didn't discover is which way I need to  
7 bring my gear in, but I'm sure there's a way to get in  
8 there.

9 MR. PHELPS: Did you -- are you going to  
10 use the house system?

11 A VOICE: The way it's set up, I think I'm  
12 going to use both.

13 MR. PHELPS: You've got the toy all set up  
14 and ready to go?

15 A VOICE: Yeah, that will be -- that will  
16 be no problem at all.

17 MR. PHELPS: And do they have a screen or  
18 are we going to be using our own or what?

19 A VOICE: That is one thing I didn't look  
20 at simply because there's a lighting issue on the stage.  
21 And so I think we're probably going to set our own screen  
22 off to one side.

23 MR. PHELPS: Alright.

24 MR. CUNLIFFE: Take a left here. At this

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1 light we're going to take a left onto Ward Street where  
2 it says Carpet Wholesalers open to the public. Follow  
3 Ward Street west.

4 A VOICE: I will double check that when we  
5 get -- when we get back to the school, but it looks like  
6 I may have a lighting issue with the lights on the stage  
7 itself.

8 MR. CUNLIFFE: Straight through the stop  
9 sign still on Ward Street. At the light, stay straight  
10 through the light, and this becomes Quinnipiac.

11 Stay straight through the light. Go under  
12 Route 15 through the underpass. (Pause).

13 Stay straight through the light, this is  
14 South Turnpike Road, and we will follow this to the  
15 Mansion Road crossing where the transmission line goes  
16 overhead.

17 CHAIRMAN KATZ: Go Fred -- go Ed.

18 A VOICE: Go Ed?

19 A VOICE: Ed Wilensky. Apparently he was  
20 getting ready to stop for the stop -- for the traffic  
21 light.

22 MR. CUNLIFFE: Oh. Oakdale Theater will  
23 be on your right. Continue south on South Turnpike. Go  
24 by Industrial Electrical and Electronic Supply House,

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1 Transmission Equipment International, and Mansion Road  
2 will be on your right.

3 We're approaching Mansion Road, you're  
4 going to turn right. The transmission line right-of-way  
5 is directly overhead at the intersection. The  
6 transmission lines bears to our left, we'll pick it up  
7 with good vantage on Mansion Road. This part of the  
8 right-of-way consists of existing steel lattice towers  
9 about 90 feet in height, supporting two 115-kV circuits.  
10 The proposal calls for an addition of a new steel  
11 monopole of about 108 feet in height, supporting a 345-kV  
12 line, and that would be placed further south or away from  
13 us and the existing transmission line corridor. The  
14 location of this transmission line right-of-way is on the  
15 border of the Towns of Hamden and Wallingford.

16 As we approach the orchard, you should be  
17 able to see the transmission line structures to the left  
18 and on top of the ridge. The right-of-way in this area  
19 is about 200 feet in width and would not require  
20 expansion.

21 A VOICE: Fred, have you listened to any  
22 of these tapes yet?

23 MR. CUNLIFFE: I don't want to.

24 (Laughter).

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1                   A VOICE: You really should. It's  
2 interesting the things that you pick up.

3                   A VOICE: Can you see or --

4                   MR. CUNLIFFE: Yeah, I'm alright.

5                   A VOICE: What brought it to mind was the  
6 chain banging against the computer, you hear all this  
7 stuff on the tape --

8                   MR. CUNLIFFE: Oh --

9                   A VOICE: Yeah -- no, don't worry about  
10 it. You know, it's -- it's just -- all it is is just  
11 background noises --

12                  MR. CUNLIFFE: Background --

13                  A VOICE: -- and somebody listening to the  
14 tape is wondering what is that. Just like every time one  
15 of us uses our Nextel phone, you get a series of clicks  
16 in the tape.

17                  MR. CUNLIFFE: Stay straight. Follow  
18 Mansion Road, Blue Hills Road is to your right, stay  
19 straight. The orchards are to your left and right. The  
20 transmission line right-of-way with the steel structures  
21 and the conductors are visible to our left or to the  
22 south of Mansion Road.

23                  CHAIRMAN KATZ: Fred, do you know who owns  
24 this orchard?



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1 MR. CUNLIFFE: No.

2 A VOICE: Did you hear my comment? Blue  
3 Hills Orchard.

4 CHAIRMAN KATZ: What kind of trees are  
5 these?

6 A VOICE: There's a variety; Apple, Peach,  
7 perhaps Pear as well.

8 CHAIRMAN KATZ: Thanks.

9 A VOICE: There's the right-of-way.

10 MR. CUNLIFFE: We're passing under the  
11 right-of-way on Mansion Road, it's steel lattice  
12 supporting two 115-kV circuits. The steel lattice towers  
13 are about 90 feet in height. Adjacent to it would be a  
14 new monopole -- a steel monopole, 108 feet in height.

15 MR. DICKINSON: Bill Dickinson. Just a  
16 comment with regard to the orchards. They ship  
17 internationally and are fairly well known for their  
18 product.

19 MR. CUNLIFFE: You'll approach a fork in  
20 the road, bear right, this is still Mansion Road.

21 At the stop sign, we're at the three  
22 corners of Cheshire, Hamden and Wallingford, you're going  
23 to turn right onto Tuttle Avenue. The neighborhood that  
24 we'll be approaching is called Cook Hill Junction, Old

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1 Farms Road neighborhood. This is the location for a  
2 supported change. I will comment when we get into the  
3 neighborhood. Take a left.

4 Old Farms Road is on our left, we turn  
5 left for the transmission line right-of-way, which is  
6 visible. The proposed change here would be that the 1640  
7 circuit would be constructed under ground and the other  
8 115-kV circuit would be reconstructed on a new steel  
9 monopole supporting a 345-kV line in this right-of-way.  
10 The steel lattice towers would be removed and the  
11 monopoles would be the new structures.

12 As we approach crossing under the  
13 transmission line, straight ahead you'll notice a stocky  
14 built lattice tower, this is referred to as Cook Hill  
15 Junction. The proposed overhead lines would continue  
16 towards this point then turn south and would contain a  
17 new 345-kV transmission line and a reconstructed 115-kV  
18 line. The street would have a underground 115-kV line.  
19 The road that we're driving on is proposed as an  
20 underground route for 115 to alleviate the additional  
21 construction of other overhead structures.

22 To our right you will see steel lattice  
23 and wood H-frames, those would be removed and a new steel  
24 pole would be put in place.

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1 CHAIRMAN KATZ: (Indiscernible) -- new  
2 pole?

3 MR. CUNLIFFE: All existing structures  
4 would be removed in favor of a new steel monopole  
5 supporting one 115-kV and one new 345-kV. Another 115-kV  
6 circuit, which comes out of Cook Hill Junction, would be  
7 removed from service to accommodate this.

8 At the end of Old Farms, you will make a  
9 right onto Old Lane Road.

10 A VOICE: How high would that one pole be  
11 --

12 MR. CUNLIFFE: Just slow down right here -  
13 -

14 A VOICE: How high would that one pole  
15 be?

16 MR. CUNLIFFE: I don't have notes  
17 referring to the height on that.

18 A VOICE: This is UI. If I could clarify?  
19 All three structures will be removed. They will be  
20 replaced with two monopoles --

21 MR. CUNLIFFE: Two monopoles --

22 A VOICE: -- one monopole will have a 345-  
23 kV circuit of approximately 85 feet. The second monopole  
24 will have two 115-kV circuits of approximately 80 feet.

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1 And this is shown in Figure 8 cross-sections.

2 MR. CUNLIFFE: Thank you. Okay, you can  
3 just move along slowly so that everybody can see that and  
4 know what they're talking about.

5 CHAIRMAN KATZ: Fred, is there more  
6 clearing here?

7 A VOICE: No. We're actually using less  
8 with the right-of-way.

9 CHAIRMAN KATZ: Thank you.

10 A VOICE: Pam, it's going to be a well  
11 attended hearing tonight.

12 MR. CUNLIFFE: The transmission line  
13 crossover of Old Farms Road and Old Lane Road concludes  
14 the route review for today. We will see portions of this  
15 when we begin the Woodbridge proceeding on Monday, so  
16 this will be our jump off point or starting point for the  
17 overhead section going west to Woodbridge, Bethany,  
18 Hamden, and Orange.

19 A VOICE: What town are we in now, Fred?

20 MR. CUNLIFFE: We are in Cheshire. I  
21 would like to make a note that the Cook Hill Junction  
22 supported change is in the Town of Cheshire.

23 Take a right. And now we're on Route 10,  
24 back to Cook Hill.

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1                   A VOICE: Do you want to do that or do you  
2 want to just go straight up to 68 and go back 68?

3                   MR. CUNLIFFE: Uh -- I can -- I can zigzag  
4 my way back to the school this way or take 68 all the way  
5 up to here and all the way back here, so --

6                   A VOICE: It's your call --

7                   MR. CUNLIFFE: Either way.

8                   A VOICE: -- you've got the map.

9                   MR. CUNLIFFE: I think the back road will  
10 probably be less congested.

11                   A VOICE: Yeah, you're probably right.

12                   MR. CUNLIFFE: Although this is when  
13 everybody is going home, so who knows.

14                   The next road on the right if you want to  
15 take it. We're taking a right onto Fenn Road. Follow  
16 Fenn Road to the end to a T-intersection. There's a  
17 house built in 1750.

18                   A VOICE: Wow.

19                   MR. CUNLIFFE: Probably the only one out  
20 here.

21                   A VOICE: 1750, you can bet on it.

22                   MR. CUNLIFFE: No, this one here has been  
23 here for awhile too.

24                   A VOICE: Wow, that's old.

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1                   A VOICE: That's 1724, Fred. The guy from  
2                   1750 was the newcomer.

3                   MR. CUNLIFFE: What was the sign on that  
4                   one, I missed it --

5                   A VOICE: Yeah --

6                   MR. CUNLIFFE: Okay -- yeah, you're right,  
7                   25 years later.

8                   Take a right. At the end of Fenn Road is  
9                   Cook Hill Road, turn right and follow Cook Hill Road  
10                  until it comes to a three-way intersection. (Pause).

11                  We're approaching a transmission line  
12                  right-of-way, this is not part of the proposal, this is  
13                  another circuit -- a series of circuits and not part of  
14                  the proposal.

15                  Stay straight. Stay straight through the  
16                  four-way intersection.

17                  A VOICE: Fred, are you going back to  
18                  Sheehan now?

19                  MR. CUNLIFFE: That's correct. I'm going  
20                  down to Schoolhouse Road.

21                  A VOICE: Sounds good.

22                  MR. CUNLIFFE: Okay. (Pause). Take a  
23                  left --

24                  A VOICE: Right here?

RE: CSC FIELD TOUR - DOCKET 272  
FEBRUARY 5, 2004

1 MR. CUNLIFFE: Yeah, take a left. Take a  
2 left here, Schoolhouse Road. (Pause). Go straight.

3 CHAIRMAN KATZ: Fred, are we off tape  
4 now?

5 A VOICE: You're going to make a left at  
6 the stop sign?

7 MR. CUNLIFFE: Yep.

8 A VOICE: Okay. I'm just getting this  
9 down so if anybody ever asked and tried to follow it,  
10 they've got the directions.

11 MR. CUNLIFFE: You've got the part of  
12 Schoolhouse Road on there, right?

13 A VOICE: Yep.

14 MR. CUNLIFFE: Take Schoolhouse Road to  
15 the stop sign. Cheshire Road goes to your left, go  
16 straight. Go to the next stop sign, Cheshire Road goes  
17 to the left, follow Cheshire Road -- the second Cheshire  
18 Road.

19 A VOICE: And you'll know you're in the  
20 right place if you've got a golf course on your left.

21 MR. CUNLIFFE: This is the restaurant I  
22 wanted to take the Council to, and look it's already  
23 busy.

24 A VOICE: To the right?

RE: CSC FIELD TOUR - DOCKET 272  
FEBRUARY 5, 2004

1                   MR. CUNLIFFE:  Yep.  At the stop sign,  
2                   Parker Farms Road, take a right.  I didn't think it would  
3                   be open.  Follow Parker Farms Road to Hope Hill Road  
4                   intersection, turn left.  Hope Hill Road is where Sheehan  
5                   High School is located.  End of route.

6

7

(tape stopped)



## CERTIFICATE

I, Paul Landman, a Notary Public and Certified Court Reporter in and for the State of Connecticut, and President of Post Reporting Service, Inc., do hereby certify and attest that, to the best of my knowledge, the transcripts produced by Post Reporting Service from supplied tapes is a correct and verbatim transcription of said tapes hereinbefore mentioned.

I further certify that neither the transcriptionist nor I are attorney or counsel for, nor directly related to or employed by any of the parties to the action and/or proceeding in which this action is taken; and further, that neither the transcriptionist nor I are a relative or employee of any attorney or counsel employed by the parties, thereto, or financially interested in any way in the outcome of this action or proceeding.

In witness whereof I have hereunto set my hand and do so attest to the above, this 6th day of June, 2005.



Paul Landman  
President

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